

## PLANS FOR LONG CRUISE

WORKED OUT WEEKS AGO.

Speculation in Washington as to Routes and Time Required.

Washington, July 5.—Details of the movement of the Atlantic fleet to Pacific waters have been speculatively worked out weeks in advance by the naval general board. But these details are necessarily subject to constant change, resulting from the withdrawal of battleships from active commission on account of having been declared antiquated or in need of repairs and the substitution of other ships just going into commission and fresh from the builders' hands. There is in the Navy Department to-day scarcely any one authorized to afford any information officially as to the contemplated fleet movement. Secretary Metcalf is in California, Assistant Secretary Newberry is at Watch Hill, R. I.; Admiral Brownson, the chief of the navigation bureau, who is next in line, has gone to New York, and the Acting Secretary of the Navy to-day is Rear Admiral Mason, chief of the bureau of ordnance, who assumes the office by virtue of seniority, but can scarcely be regarded as an authority in the matter of disposition of ships, which does not concern his bureau work.

The opinion of the officers on duty to-day is that only one route is feasible for the big ships, and that is by way of the Straits of Magellan. The route from New York across the Atlantic and through the Mediterranean and the Suez Canal, is open to the objection that it would bring the big ships almost into Japanese waters, and the movement might consequently be regarded as a menace, which Secretary Metcalf has stated has been contemplated. The Suez route, too, is longer by a great mile than the Magellan route. This, according to the best calculations, and allowing for short visits to ports not on the nearest sailing route, is about thirteen thousand miles in length.

The battleship Oregon covered the distance from San Francisco to Jupiter Inlet, Fla., in sixty-three days. But she was handicapped by the company of the little gunboat Marietta, which was scarcely able to make more than eight knots an hour in the heavy seas of the South Pacific, and also by the fact that as a precautionary measure she was sent around the West Indies, sensibly lengthening her route. So the opinion now is that under ordinary cruising speed, which for the big battleships means about ten or twelve knots an hour, it will require a reasonable time for coaling on the way, the Atlantic fleet can make the passage from New York to San Francisco in less than sixty days.

It is conceded that Rear Admiral Robley D. Evans will command the fleet in this great movement. He already has had an extended period of sea service in command rank—longer, perhaps, than that of any other officer in the Navy. It is known by his friends that he would like to wind up his active career by safely conducting around the American continent the greatest fleet of warships ever gathered together in these waters, and there is no disposition on the part of the officials of the department, who have implicit confidence in his ability, to deny the other his desire.

It is believed now that the sailing route of the ships will be about as follows: Leaving New York or Hampton Roads, just which point has not been decided, in the early fall, the battleships would probably steam straight to Culebra, where coal would be taken on. The gunboats will be sent to the Strait of Magellan, where they would not halt until they reached Sandy Point, in the Strait of Magellan. Here again the coal supply would be replenished for the run to Callao, Peru. The next stage would be from Callao to Panama, and from that point the ships would proceed without a stop to San Francisco.

Naturally the question of coaling the fleet is a very serious one. Two methods of doing this have been provided for in the plans of the General Board, and it is not possible at this moment to say which will be finally selected. The first is to send with the battleships a large number of colliers to enable them to replenish their coal supplies without any dependence upon foreign coaling stations. In this case a fleet of no less than twenty colliers will be necessary, because something like 77,000 tons of coal will be burned on this cruise.

In the second case the plans provide for the use of coaling stations along the route, which, of course, would diminish the need for colliers. Under the latter plan it is probable that the five colliers already attached to the Atlantic fleet will be sent forward to Sandy Point. Coal at that point is not only scarce, but it is extremely dirty, and it is not known what the cost of the coal will be. The cost of the coal will be about \$3 a ton, against the \$2 a ton which the colliers would carry.

Admiral Evans will, it is expected, start out with sixteen battleships besides the colliers, and will move more or less independently, and, indeed, will probably precede him considerably. The armored cruiser Oregon, which is under orders to return to the United States, and, after refitting, to proceed to the Pacific Coast to form part of an armored cruiser squadron to be assembled there. It is possible that the Oregon will be detached here and accompany the battleships on the cruise. When Admiral Evans arrives off the Pacific Coast his fleet will be increased by the addition of the battleship Nebraska, newly commissioned, and simply awaiting the rounding out of her skeleton crew. The battleships Wisconsin and Oregon, now at the Bremonier Navy Yard, Puget Sound, will probably have completed their extensive repairs by next March, so that they, too, may be added to the fleet, which will then comprise nineteen battleships, besides the armored and protected cruisers of the Pacific fleet.

The composition of the fleet to-day is as follows:

## BATTLESHIPS.

The Connecticut, Captain Hugo Osterhaus; tonnage, 16,000; guns, 24; speed, 18 knots.  
The Maine, Captain Nathan E. Miles; tonnage, 12,500; guns, 20; speed, 18 knots.  
The Louisiana, Captain Richard Wainwright; tonnage, 16,000; guns, 24; speed, 18 knots.  
The Missouri, Captain Greenleaf A. Merriman; tonnage, 12,500; guns, 20; speed, 18 knots.  
The Virginia, Captain George H. Schroeder; tonnage, 14,948; guns, 24; speed, 18 knots.  
The Georgia, Captain Henry McCrea; tonnage, 14,948; guns, 24; speed, 18 knots.  
New Jersey, Captain William W. Kimball; tonnage, 14,948; guns, 24; speed, 18 knots.  
The Rhode Island, Captain yet to be assigned; tonnage, 14,948; guns, 24; speed, 18 knots.  
The Alabama, Captain Samuel P. Comly; tonnage, 11,525; guns, 18; speed, 17 knots.  
The Illinois, Captain Gottfried Blockinger; tonnage, 11,525; guns, 18; speed, 17 knots.  
The Kearsarge, Captain Herbert Winslow; tonnage, 11,525; guns, 22; speed, 16 knots.  
The Kentucky, Captain Edward B. Barry; tonnage, 11,525; guns, 22; speed, 16 knots.  
The Ohio, Captain Lewis C. Heller; tonnage, 12,500; guns, 20; speed, 18 knots.  
The Minnesota, Captain John Hubbard; tonnage, 17,650; guns, 24; speed, 18 knots.  
The Vermont, Captain William P. Potter; tonnage, 17,650; guns, 24; speed, 18 knots.  
The Kansas, Captain Charles E. Vreeland; tonnage, 17,650; guns, 24; speed, 18 knots.

## PROTECTED CRUISERS.

The Charleston, Commander Frank E. Beatty; tonnage, 9,700; guns, 14; speed, 22 knots.  
The Chicago, Commander Robert M. Doyle; tonnage, 4,500; guns, 18; speed, 18 knots.  
The Milwaukee, Commander Charles A. Gove; tonnage, 14,100; guns, 14; speed, 22 knots.  
The St. Louis, Commander Nathaniel R. Usher; tonnage, 9,700; guns, 14; speed, 22 knots.

## GUNBOAT.

The Yorktown, Commander Richard T. Mulligan; tonnage, 1,710; guns, 6; speed, 16 knots.  
The armored cruiser squadron of the Pacific fleet, which will have headquarters in California waters, will be composed of the Washington, Captain Theodor Porter, and the Tennessee, Captain Albert G. Berry (sister ships, 14,100 tons; guns, 24; speed, 22 knots), and the California and the Albatross (sister ships, each, 22,115 tons, 18 guns, all complete, with officers yet to be assigned. Rear Admiral Charles H. Stockton will command this armored cruiser squadron, the Tennessee being his flagship.

## CRUISE A SPEED TEST.

Brownson Calls on Roosevelt and Speaks of Fleet's Trip.

Oyster Bay, July 5.—Rear Admiral W. H. Brownson, chief of the bureau of navigation of the Navy Department, who to-day had luncheon with President Roosevelt, stated on reaching Oyster Bay that he did not know what ships would compose the fleet to go to the Pacific. Admiral Brownson said further that all he knew of the intended cruise was what he had seen in the newspapers.

"The statement of Secretary Metcalf and that of Secretary Loeb," he continued, "indicate that a cruise may be made somewhere at some time, but that is all I know of the matter. Should the cruise be taken to the Pacific I think it only would be to demonstrate how quickly the voyage can be made, and for no other purpose. I cannot indicate the ships that will compose the fleet, because I know nothing of any plan."

On leaving Sagamore Hill this afternoon Rear Admiral Brownson said the cruising plans of the battleship fleet were barely mentioned at the President's luncheon. The Admiral said he would like to emphasize the point that there was no time more propitious to ascertain just what a battleship fleet could do in making an extensive cruise than a time of profound peace, such as prevailed now, when, he said, the United States had not an enemy in the world.

Besides Rear Admiral Brownson, there were present Frank H. Hitchcock, First Assistant Secretary of the Navy; George W. Woodruff, Acting Secretary of the Interior, and Brigadier General James B. Aleshrich, the newly appointed quartermaster general.

## EVANS NOT WORRIED.

No More Haste than Usual on Repairs to Ships Here.

War and rumors of war with Japan provoked a hearty deep sea laugh yesterday from Rear Admiral Robley D. Evans, who has taken up his headquarters on board his flagship, the Connecticut, which just at present is high and dry in drydock at the Brooklyn Navy Yard. Stories have been circulated in the press to the effect that the fact that the Connecticut and the Alabama are in drydock here and other vessels of the North Atlantic Squadron are in drydock at other places along the coast was justification for the suggestion that the United States is sharpening the battle axe for Japan. Not only did Rear Admiral Evans tell a Tribune reporter that this reasoning is merely a regular semi-annual affair, but he explained that he has not received officially any orders to proceed to the Pacific Coast.

When asked regarding the talk of an all-around war preparation, the Admiral said: "I read with a great deal of interest what the papers say, and it is my business to prepare for whatever may be required of us. The schedule of repairs was laid out by me months ago, for that is the regular rule. The schedule was approved by the department. With our shortage of docks it takes all the time available to effect the repairs."

When talk of war with Japan was mentioned, the rear admiral chuckled and then remarked: "It is silly. There is no more reason to think that because certain roughs in San Francisco wreck a Japanese restaurant it is a reason for war with Japan than to suppose that because hoodlums in Chatham Square throw bricks through a Chinese laundry's windows it is a cause of war with China."

The rear admiral was then asked regarding the increase of \$12 a month in the pay of all officers of the navy on shore duty. "It's true and it's very tardy justice," he said. "It simply puts the men on shore duty upon nearly the same level as those on duty at sea. With Rear Admiral Evans referred to in effect simply allowing the men stationed on shore, where there are no government quarters, to have another room added to the number they are now permitted to have. Since in such cases the government, under the schedule, has made \$12 a month the rate for each room, this means that, since every grade of commissioned officers is allowed one more room, the 'raise' is only \$12 a month in each grade. Also under the new law heat and lighting bills are to be paid by the government, but heat and light are given free on shipboard."

Rear Admiral Evans attaches no more significance to the plans for a practice cruise that will take place in the Pacific around the Horn of Africa, a voyage of fourteen thousand miles than he does to other operations. It was absurd, he added, to construe the appearance of this formidable fighting force in the territorial waters of our west coast as a demonstration to impress the friendly government of Japan.

## "A CLEVER MOVE."

"The London Post" Says the Fleet Movement Is Good Politics.

London, July 5.—The transfer of the American fleet to the Pacific is a matter of great interest to the British press. "The Post," in an editorial article, says it regards this move as a most natural and intelligible outcome of the new position of the United States as a world power, the only wonder being that this decision was not taken before.

The paper thinks this transfer is not necessarily connected with the Japanese trouble, and it regards a serious quarrel between Japan and America in the near future as quite out of the question.

"Moreover," "The Post" continues, "this is a clever move in domestic politics. It will emphasize in the eyes of the country the enormous distance dividing the Atlantic and the Pacific coasts, and it will make the American people anxious to provide money to build a canal to complete the Panama Canal but to build another fleet."

## GENERAL KUROKI'S APPRECIATION.

A Luncheon for Ambassador Wright—Speech of Marquis Oyama.

Tokio, July 5.—General Baron Kuroki, the Japanese Imperial envoy to the Jamestown exposition, gave a luncheon to-day in honor of Luke E. Wright, the American Ambassador. Field Marshal Marquis Oyama, representing the army, expressed himself in the most appreciative terms of the magnificent and cordial reception accorded to General Kuroki and his party everywhere in the United States. His phraseology was one long chain of superlatives of appreciation, in which the Japanese language is particularly rich. Ambassador Wright made an appropriate reply, and most cordial feelings prevailed. The anti-Japanese, or what is here known as the American, question was completely ignored.

## DOUBT EXPRESSED IN JAPAN.

Belief That Naval Stations Are Lacking for Battleships on Pacific Coast.

Tokio, July 5.—The report from Washington attributing the proposed sending of sixteen battleships to the Pacific Coast to Admiral Dewey's private plan is generally disbelieved here by those whose knowledge and experience entitle their opinion to some attention. The United States is not known to possess naval bases in the Pacific adequate for such purposes, and the impression prevails that the sending of so large a squadron where sufficient stations do not exist would simply mean that the vessels would be an easy prey to torpedo boats and destroyers. Should sixteen battleships be so employed as to disprove this impression, it would be considered a record breaking naval feat.

## COREAN NATION'S PERIL.

Japanese Angry Over Intrigue—Fears for Emperor.

Seoul, July 5.—Inquiry shows that irritation is prevalent among Japanese here as the result of the conspiracy in sending a Korean deputation to The Hague, the telegraphic disclosure of which interrupted the Korean Emperor's profuse assurances to Marquis Ito of confidence in him and his firm plans. Marquis Ito is much disappointed, and a great deal of the face of the Emperor's intrigues, which have falsely dated a large section of the upper classes, who now anticipate a miracle in Korea.

Measures intended to rid the palace of foreign and native mischief makers and adventurers were introduced by the Japanese in the Cabinet last Monday, but Marquis Ito despaired of saving the Emperor himself, and the administration is disposed to confine its appeal to the people. Although Ito's administrative machinery is incapable of administering justice to the Korean people, Japan has been strikingly successful in executive work and in creating a base of operations and establishing a highway to Manchuria.

Marquis Ito has said that it will require ten years to produce a modern government in Korea, while local governors say that it will take three years to dispose of the abuses and outrages resulting from the contact of the Koreans with the Japanese. The latter are estimated to be five hundred thousand strong in Korea.

Tokio, July 5.—It is reported that at the audience given to Marquis Ito yesterday the Korean Emperor expected that the question of the so-called Korean delegates to the Hague Peace Conference would be brought up. Marquis Ito, however, maintained complete silence, much to the surprise of the Korean court and Cabinet.

The "Nichi Nichi" to-day, commenting on the steady progress of Korea under Japanese occupancy, ridicules the actions of the men who say they are the Korean deputation to the peace conference, where, it says, the treatment accorded them was only such as might be expected. The paper strongly urges a thorough investigation of the sources from which such delegation was sent, and expresses confidence that Marquis Ito will take the proper steps in time.

## A BATTLE NEAR MELILLA.

Indecisive Engagement Between Moroccan Rebels and Forces of the Sultan.

Madrid, July 5.—A dispatch from Melilla, the Spanish seaport on the north coast of Morocco, says that a heavy but indecisive engagement between Moroccan rebels and imperial troops began yesterday, ending at 6 o'clock in the evening. It was expected that the fighting would be resumed this morning. Among the killed was the rebel chief Mordani. The Spanish troops at Melilla have been reinforced so as to meet any emergency.

## SOCIALIST WINS AT JARROW.

Peter Curran Returned—Effect of Nationalist Party's Policy.

Jarrow, July 5.—Peter Curran, a Socialist and trade union official, was elected yesterday to represent Jarrow in the House of Commons, in succession to the late Sir Charles Palmer, the shipbuilder, who had represented this constituency since 1885. Mr. Curran had a majority of 768 over Patrick Rose-Innes, Unionist, a lawyer and tariff reformer, his closest competitor. Sir L. Hughes, Liberal, won next, 456 votes behind Mr. Rose-Innes.

The fourth candidate, Alderman John O'Hanlon, Irish Nationalist, obtained the lowest vote. The election of the Socialist candidate, Mr. Curran, is the result of the policy of the Irish Nationalists, following the rejection of the Irish Bill by the Dublin convention, to oppose both the English parties, the Liberals and the Unionists. Instead of supporting the Liberal candidate at Jarrow, the Irish leaders put forward a candidate of their own, Alderman O'Hanlon, who received enough votes to insure the defeat of Mr. Hughes, Liberal, and the election of Mr. Curran. A strong party of the Unionist candidate, who is a tariff reformer, was regarded as assured. It was the most exciting by-election in England for many years.

## RAISULI HUMILIATES MACLEAN.

Arrogance of Bandit—British Legation Takes Up Case with Fez.

Tangier, July 5.—The British legation here has no news of Caid MacLean, the commander of the Sultan, a bodyguard, and is making representations direct to the authorities at Fez. When General MacLean was captured, Raisuli ordered him to dismount from his horse and mount a mule in order to show his inferior station, and also directed him to remove his turban, saying that such a headress was reserved for Mussulmans.

## CIVIL STRIKE IN THE MIDI FAILS.

Many Mayors and Municipal Councils Withdraw Resignations.

Paris, July 5.—The civil strike in the South of France, started by sympathy with the war growers' movement, is gradually going to pieces. The mayors and municipal councils of Montpellier, Carcassonne and other places, realizing the uselessness of persisting in their present attitude, have withdrawn their resignations.

## FOURTH CELEBRATED AT QUITO.

Quito, July 5.—William C. Fox, the American Minister, held a Fourth of July reception last night. The government sent a military band to play, and dancing was kept up until dawn. The morning's principal civil and military officials were present, as were the members of the diplomatic and consular corps.

## A MEAT BILL IN CAPE COLONY.

Cape Town, July 5.—The House of Assembly to-day passed its second reading a bill designed to promote the consumption of South African meat so as to make it impossible for the cold storage companies to prevent competition.

## IMMIGRATION COMMISSION'S WORK.

Vienna, July 5.—Senator William P. Dillingham, of Vermont, and William R. Wheeler, of Oakland, Cal., members of the Immigration Commission, which is studying conditions in Europe, will leave here to-morrow for Budapest, where they will look into the emigrant situation of Hungary. Mr. Dillingham said to-day that they were much pleased with their reception in Austria, and that they believed a better understanding of emigration and immigration on the part of the nations particularly interested would result in mutual benefit. The commissioners will be accompanied to Budapest by Ambassador Francis.

## HERMAN BARTELS STILL MISSING.

Toronto, July 5.—Justice Riddell has deferred judgment in the case of Herman Barrels, the St. Catharines man, who escaped from the Sheriff yesterday, pending argument on his appeal from the decision of the extradition court. No trace of Barrels has so far been found by the police. A warrant has been issued for his arrest.

## A DIRECT LINE TO VLADIVOSTOK.

St. Petersburg, July 5.—The Minister of Railways has established a direct train between St. Petersburg and Vladivostok. They will run once every two weeks by way of Viatia, Perm and Chelabinsk, without touching at Moscow.

## SHOCK RECORDED AT FLORENCE.

Florence, July 5.—A severe earthquake shock was recorded at the university here this afternoon. It began at 4 o'clock and lasted until 5:30. The distance is estimated at 4,778 miles.

## SEA PROPERTY IN WAR.

THE AMERICAN PROPOSAL.

England, Germany and Russia Oppose the Motion of Mr. Choate.

The Hague, July 5.—The entire afternoon sitting of the committee on the Geneva convention was given over to a discussion of the American proposal, made by Joseph H. Choate on June 21, regarding the inalienability of private property on the high seas. The committee sat under the presidency of M. Martens, M. Neldorff (Russian), president of the conference; Joseph H. Choate, General Horace Porter, U. M. Rose and William I. Buchanan, of the American delegation, and David J. Hill, American Minister to the Netherlands, were among those present. Many delegates surrounded the reserved for the American representatives, who were busy in answering confidential inquiries regarding the scope and extent of the American doctrine.

Immediately after the opening of the sitting Mr. Choate said that the American delegation regretted it was unable to conform with the decision reached by the president, that all proposals be submitted by the end of this week, for the reason that some of them were not yet ready. These he asked to be allowed to submit later. M. Martens consented with the committee, which gave its consent. The discussion of the American motion was then begun. It is as follows:

The private property of all citizens of signatory powers, with the exception of contraband of war, shall be exempt on the high seas or elsewhere from capture or seizure by the armed vessels of any forces of said powers. Nothing in this rule implies in any way the inalienability of vessels which attempt to enter a port blockaded by naval forces of said powers, or of the cargo of said vessels.

V. H. de Beaufort (Holland) then read a declaration that the Dutch government adhered to the American proposal, considering that it showed great progress toward the prevailing humanitarian ideas. Ruy Barbosa (Brazil) then made a long speech, in which he explained that the statement made by him on June 28, owing to the semi-secrecy of the conference, had been wrongly interpreted as an unconditional admission to make it clear that Brazil was not the captor of America, but that she supported this American principle for the reason that capture never brought victory to any one. This had been proved in the case of France, which in 1870 had paid over six millions for having captured a Brazilian number of boats.

Capture, the Brazilian representative declared, was more harmful to insular than to continental countries, because the latter were in a position to make good their losses by land communication. In many cases capture was extremely unjust, because the vessels were in company with companies, and only these companies suffered. In fact that they were owned in neutral states.

## AMENDMENTS BY BRAZIL.

Señor Barbosa said he did not agree with the theory that a threat to commerce interests might be a hindrance to war. Reasoning like this, he said, would justify the re-establishment of privateering. The reduction of armaments being premature, the nations must be satisfied with reforms such as the one proposed by the American delegation. At the same time, he begged to introduce several amendments which would constitute a temporary solution of the matter, along the lines, so far as possible, of applying the principles of land warfare to private property at sea.

Sir Ernest M. Satow made a declaration on behalf of Great Britain. He said that in reality the serious character of the arguments in favor of the inalienability of private property on the high seas, but the discussion showed a tendency toward the abolition of the commercial blockade. Sir Ernest demonstrated to what an extent the limitation of blockades would complicate matters, and that in spite of the dispute, the result of which the discussions between belligerents would give rise to fresh irritation which might tend to prolong the war instead of shortening it. The inalienability of property and the limitation of blockades were inseparable questions, and Great Britain did not find the movement toward the ideal alluring. At the same time, he begged to introduce several amendments which would constitute a temporary solution of the matter, along the lines, so far as possible, of applying the principles of land warfare to private property at sea.

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Baron Marschall von Bieberstein (Germany) began his remarks by saying forth with that the private property at sea, and consequently Mr. Choate's idea would certainly find a sympathetic echo throughout Germany. The categorical question of abolishing the right to capture, however, seemed to him to be closely allied with two other questions, namely, two contraband and the question of a blockade, two questions which would have at once to be decided, as otherwise any proclamation of the inalienability of private property would be in vain, and the system of to-day would remain in force. Germany would be ready to collaborate in the protection of private property at sea, but on condition that the question of the contraband of war should be first elucidated.

Mr. Choate, who so creditably represented the traditions of the United States, did not think the question was yet ripe for solution. Much preparatory juridical work was necessary to reach a general understanding of this matter, and the Russian delegation did not believe the conference would succeed in advancing the question on its present status.

## NORWAY SUPPORTS AMERICA.

Dr. F. Hagerup then announced the adherence of Norway to the American doctrine. He referred to the important commercial interests of Norway at sea, and said that his country, although small in area, was surpassed in the matter of maritime commerce by only a few other nations. Norway, possessing sea commerce to the tune of four million tons, was deeply interested in this question, and the quest forth with the inalienability of private property on the high seas as a principle. It was to-day and always had been a Scandinavian doctrine. Norway would vote for the American proposal on condition that the question of contraband be examined.

The Portuguese delegation, subjected to the statement made by the German delegate, expressing the belief that it was first necessary to solve the questions of blockade and contraband.

Señor Perez-Trin, a member of the delegation from the United States of Colombia, made a long speech. He said in part:

I speak as an American, and I claim for that word the whole breadth of the historical and geographical meaning it covers the entire continent, the north, the centre and the south, as well as the islands of the American seas. Listening to the words of Mr. Choate, it seemed to us Latin-American

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## FRANCE AND GERMANY.

Relations Excellent, M. Pichon Says—The Spanish Convention.

Paris, July 5.—Replying in the Chamber of Deputies to-day to an interpellation of M. Denys Cochin, Conservative, the Foreign Minister, M. Pichon, while denying that Deputy Etienne, ex-Minister of War, had any official mission when he went to Berlin, said that the flattering reception accorded to M. Etienne and other Frenchmen by Emperor William had produced an excellent effect on the relations between the two countries, which were never better than now. M. Pichon referred with gratification to the harmony among the members of the diplomatic corps at Berlin, where, he added, the friction between the French and German legations had finally disappeared. France, said the Minister, would hold the Sultan of Morocco to his engagements entered into after the occupation of Oudja, and would not tolerate the odious comedy of punishing innocent persons for the murder of Dr. Mauchamp.

Speaking of the Franco-Spanish agreement, M. Pichon said he had no relation to the Moroccan question, but was a logical sequence of the policy followed by the cabinets of Madrid and Paris for the last ten years, for the maintenance of the status quo and peace. The geographical solidarity of France and Spain logically resulted in "political solidarity." "It is wrong to speak of this as an alliance," added M. Pichon. "The understanding essentially is of a conservative character, and has been received by all the friends of France and Spain with the greatest satisfaction. Chancellor von Bulow, in the Reichstag, said that the greatness of Germany was not built on the discord of other powers. As far as we are concerned, we shall seek to remove all causes for war and extend, for the well-being of all, the circle of our conventions."

## NEW INSURANCE LAWS IN SPAIN.

Government Decides on Stringent Rules for Foreign Companies.

Madrid, July 5.—The Spanish government has decided to follow the example of France in the matter of special legislation for the control of foreign insurance companies doing business in the country. The Minister of Public Works, Señor Besada, to-day read a bill in the Senate, under the terms of which foreign life insurance companies must deposit \$100,000 in cash or acceptable securities, and fire and accident companies \$50,000, in addition to and independent of the reserve fund, which consists of 25 per cent of the premiums. There will be established a special department under the Ministry of Public Works to carry out a thorough inspection of the operations of these foreign companies. The companies must furnish full and complete information regarding their business and publish a balance sheet and income statement. All infractions of the regulations in Spanish. The government are punishable by heavy fines.

## THE LUSITANIA'S FAST TRIALS.

Glasgow, July 5.—The Lusitania, the new Cunard Line steamer, has been having specially experimental trials this week. The steamer twice covered a measured mile in 14 seconds, giving her a speed of twenty-five knots. Considering the fact that the Lusitania was not running under full pressure and was still to be dry-docked, her performance is considered to be remarkably promising.

## MINERS' EIGHT-HOUR BILL PASSED.

Paris, July 5.—The bill fixing the maximum time for labor in the mines at eight hours a day was passed to-day by the Chamber of Deputies.

## FRENCH TRIBUTE TO GARIBOLDI.

Paris, July 5.—The Chamber of Deputies to-day adopted a resolution on the subject of the Garibaldi centenary, expressing the admiration and gratitude of France, saying: "We never can forget that in the dark hours of 1870 this great citizen, defender of all just causes, placed his life and sword in the service of France."

## TO SETTLE INTERCOLONIAL STRIKE.

Halifax, July 5.—The adoption to-day of a resolution agreeing to submit their grievances to arbitration by the striking Intercolonial Railway freight handlers opened a prospect that a settlement of the trouble might be reached. An arbitration board is to be appointed under the provision of the conciliation and labor act, and choice of the members of the body must be made within fifteen days. The question of wages and the date from which the scale recommended shall be payable are to be left to the arbitrators, and by to-day's vote of the railway company and the proposed arbitrators, the men will return to work at once.

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